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No. 16,078.

號四十一十一年四一 曆九千一

HONGKONG, SATURDAY, NOVEMBER 14, 1914.

號四十一十一年四一 曆九千一

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### "LATEST FROM BERLIN."

The ludicrous activity of the ubiquitous Count Bernstorff and his fellow protagonists in the German Press campaign in America, of which reference is made in "The Daily Mail" recently by Mr. F. W. Will, has prompted an eminent academic correspondent to send us the following skit on the German way of spreading the "truth" about the war.

"The following telegram from the Legation-Ambassador of Berlin is transcribed verbatim. The Press Bureau, while permitting publication, takes no responsibility for the accuracy of the statements below."

Washington, September 22.

The admiration and even reverence of the intelligent American people for the German methods of conducting war grows day by day. It is impossible to describe the feelings with which our humane restraint at Louvain is now received. It is not too much to say that the name of William the Chivalrous now stands higher in the thoughts of America than that of George Washington, and Louvain ranks with Lexington.

Fail of London.

London, September 25.

The twelve largest Dreadnoughts of the Imperial Fleet yesterday steamed up the Thames, and are now anchored under London Bridge, an equal number of cruisers being sent up to Westminster. The Kaiser landed at the ancient place of Billingsgate, a spot peculiarly sacred to the English imagination as the home where the Saxons tongue has lingered in its purest form. The inhabitants of the district received the Kaiser with a striking address in the ancient vernacular.

A procession of 5,000 loyal German writers and fourteen German bands led the way, playing the Kaiser's celebrated war-march. A number of street boys who stopped their cars at the sound were executed for lese majesty.

At St. Paul's Cathedral a workman repairing the bell on the dome, spat on the heads of the Prussian Guard. The Cathedral was not once destroyed, the misanthrope being thereby brought to the ground.

The army of the Crown Prince proceeded by the other route up Oxford-street. Near Gray's Inn-road a street-boy deliberately fired a pop-gun in the face of a drummer of the guard. This cold-blooded atrocity was at once punished, the boy being "burned as (as the Marquis Arch).

Buckingham Palace had already been destroyed some weeks ago by the shop assistants of London indignant at the war.

BRITISH NATION EXTINCT.

Both Houses of Parliament were destroyed by furious riots on the occasion of the King's Speech. The Ministry have been in hiding for some weeks. Sir Edward Grey was discovered in a false nose and beard actually fishing for trout for his breakfast in a remote stream in Hampshire. Lloyd George, Minister, was caught while trying to pass off English pennies for German money to a golf caddy near Water House.

British nation has ceased to exist. At Madame Tussaud's the Kaiser ordered that the wax used in the statues of Messrs. Rush, Palmer, and Crippen should be worked up again into three statues of himself in the uniforms of the English regiments of which he was colonel.

Madrid, Sept. 20.

The Spanish Cabinet has made an offer of a large number of castles in Spain for the internment of the sixty-five millions deported from England.

IRISH DISASTER.

Dublin, Sept. 20.

(Delayed in transit.) The destructive civil war which has been raging in Ireland since April 1 has culminated in disaster to both sides. During a tremendous all-night encounter between Nationalists and Unionists at Kilkenny both sides were so completely exhausted as to leave no traces in the morning. The German Fleet immediately stamps up and occupied the Lake of Killarney. This last disaster has completely damped the notorious Irish temperance.

Berlin, Sept. 25.

The Kaiser has prepared a design for a new building of St. Paul's, London. The architects of Berlin who have seen the completed plans are agreed that nothing like it has ever been seen.

### A FAVORITE RUB DOWN.

THE golfer, the football player and the all round athlete know the value of Chamberlain's Pain Balm. It is just the thing for rub down after a hard game. All soreness, dislocations, like sprains and swellings are cured in one-third less time than by any other treatment. For sale by all Chemists and Storekeepers.

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N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

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Hongkong, Nov. 10, 1914. 1182

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Typhoon Guide

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## A VISIT TO THE BATTLEFIELD.

UNDER THE FIRE OF FRENCH GUNS.

Paris, Sept. 10.

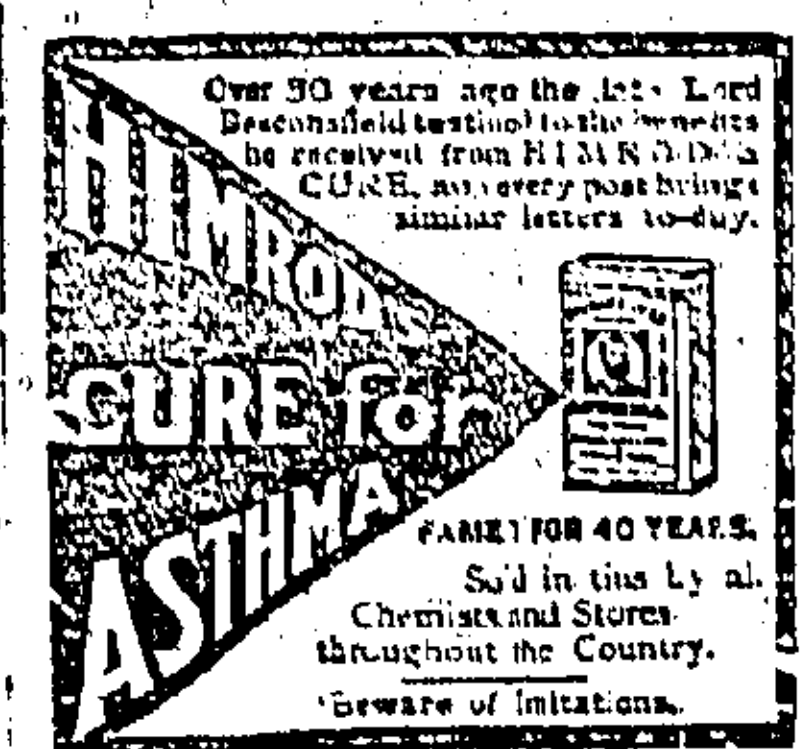
I was told that I would not under any circumstances be able to visit the battlefields. A great number of officers of various nationalities, particularly of the American Army, have been stagnating in the capitals of Europe since the outbreak of hostilities, endeavouring to obtain a glimpse of the battle and battlefields of this great world-war. So far few, if any, have succeeded. The Powers engaged have persistently and without exception refused their permission to witness the battles, pass the lines, or even to examine the battlefields until after the wounded have been removed and the dead buried. So it was with some misgivings that, armed with proper credentials, and entrusted with a mission of some importance, I approached the War Office with a request for the necessary passes. Since the mobilisation of the French troops was completed, Parisians have been allowed to come and go freely within the Department of the Seine armed with "laissez-passer" and "slit-comb" provided by the Committee of Public Safety in order to go out of the trenches of Paris, and especially to penetrate into the military zone, under the General command of the front or the Government General of Paris, is necessary. Hence my visit to the War Office. The War Office are situated about the Boulevard des Invalides: rows and rows of ambulances and automobiles, troop after troop of cavalry, innumerable galleries filled with officers and soldiers; French flags everywhere; the usual line of sentries; a noticeable sprinkling of British khaki; and there you have the French War Office from the outside. The entry is crowded with people seeking for information about relatives in the grand army, and asking the thousand and one questions to be solved by the War Office. M. le Gouverneur-General is at No. 1 Boulevard des Invalides. A short drive to that address, and I am presented to my credentials. I was received by an aide-de-camp who spoke excellent English, telling me he had lived over twenty years in England. M. le Gouverneur was pleased to receive me "for just two minutes," and I was ushered into his office.

"M. le Gouverneur-General Gallieni," he said, "is a man who as first sight inspires confidence, tall, slimy, and commanding in appearance, without an ounce of superfluous flesh and without a superfluous word. He looks the part of the man who is reported to have said to the French Cabinet: 'Give me five days and I will make Paris impregnable,' and Parisians believe he has done so. M. le Gouverneur-General was 'enchanted' and his Brigadier would be by my side, disposition, and 'au revoir.' In less than the two minutes allotted to me I was ushered into the Secretariat Department and the interview was ended. M. le Gouverneur-General is a man of tact and force. His Brigadier tendered me the pass to my great joy to go where I would on the field of battle and a note of the route best suited for my purposes: the polite aide-de-camp then politely conducted me to the outer exit.

On a rainy September morning, at an early hour, we set out for the long and thrilling run 'on auto' to the great battlefield by the Porte de Pantin and the suburb of that name, past challenging sentries and jostling cars, through miles of troops coming and going, and the omnipresent and over-riding patrole; already the sinister signs of war and its consequences begin to appear. Men with bandaged heads and arms, trains of ambulances, and the large square carts with windlasses, used to remove dead horses from the battlefields. After thirty minutes' run, interrupted at frequent intervals by the challenges of sentries and the inspection of passes, and with a final close scrutiny before a row of breastworks extending clean across the roadway, we leave the fortified camp of Paris and head full speed for Meaux. It will be recalled that after the famous change of front and forced march of the enemy Meaux became one of their outposts, and was the scene of desperate fighting when the Allies opened the eighty-day battle which slowly but surely pushed the great German army back to a distance of about seventy miles from Paris. Before we reached the town we saw evidences of the terrible havoc wrought. Horses lying dead in the fields, trees two feet in diameter cut down by the shells, and the forests stripped of their foliage by the artillery fire, scraps of

uniforms, coats and headgear here and there, suggesting the gruesome scenes that had been enacted. Meaux itself does not appear to have suffered greatly from the bombardment; in places walls have been demolished and roofs torn away by shells, but on the whole the town is in a fair state of preservation. The stories relating, however, of the battle and sufferings of both soldiers and civilians were most harrowing. The greater portion of the dead had been removed or buried. From Meaux forward the scene beggars description; the whole district north-east of Paris is one big heart-ache. Imagine driving in an automobile through the lovely roads of France with the harvest ripe and trees laden heavily with fruit, and everywhere in the fields, on the roadside, on the hill and in the valley—sitting, lying, not harvesting nor holiday-makers, nor happy idlers—but dead men still and stark covering the fair fields and filling the air with the noxious stench of their rotting corpses. Men in uniform who, day or night, or stood as they whet, or had fallen from mortal wounds. Until I saw with my own eyes dead men standing or lying stiff against the foliage in the trenches, and actually against the earth in the trench itself, I had not believed the stories that had reached Paris of the fact. It is impossible to describe the horrible scenes, were they lessened and rendered more bearable by the potential rain that was falling; otherwise undoubtedly it would have been unbearable. The one thought that persisted in the mind was that of the great numbers who died in agony of wounds on the battlefield. At a small village at no great distance from Villers-Cotterets we came upon a German surgeon, operating in an open yard upon several Prussian wounded, but most of the cases were past saving, although undoubtedly all humanly possible, with the limited means at his disposal, was being done. Two British officers near by were also being attended to, but sent home to be entertained by their recovery. On all sides these pitiful tragedies were evident, and one could not help wishing the Red Cross Societies had permitted more volunteers to go on the battlefield for the purpose of attending to the wounded. Decidedly the French Army and Red Cross have done all in their power, and it is simply that the great ravages of this sudden war have outrun the possibilities of organisation of the relief. But British doctors told me on the field of battle, and it is also the view of their French conferees in Paris, that these volunteers get in the way; but at the same time they both admit there is a grave shortage in the supply of trained assistants. Surely in a war where there are thousands of casualties a day the willing and self-sacrificing volunteer who is ready to endure every hardship should with proper credentials and under adequate supervision be permitted to render aid at the front. On another aspect I was sorry to read a letter in the Times recently over the signature of that great humanitarian, Lord Kitchener, deprecating the training of young women to be assistants in hospitals and elsewhere. Lady Selborne and the ladies acting with her made a wise suggestion, and notwithstanding the views of so recognised an authority as Lord Kitchener, I confidently assert that there is a lamentable shortage of trained women assistants to give relief to overworked nurses of greater experience, and as this terrible war proceeds it will be found that Lady Selborne is right and Lord Kitchener is wrong, and likewise those "indignant" nurses whom he professes to represent.

An undeniable fact is that both English and French armies are particularly scrupulous in their treatment of the German wounded. One of the most pathetic evidences of the ravages of the German army is the town of Senlis, whose buildings have been completely wrecked by shells; in fact, very little remains of the town, and such inhabitants as are left are destitute. It is beyond dispute that the Germans bombarded this place after the battle, and just before retreating, as a matter of pure malice. The little hamlet of Viney, on the line of march, also suffered considerably. Whole families who had been turned into the streets were in shreds, and the survivors, suffering for the bare necessities of life. The journey from Viney to Villers-Cotterets was a repetition of the previous one: horror upon horror, ravage upon ravage. Long trains of refugees were returning to camp after the wretched destruction of their homes. Soon we began to hear the booming of the German cannon, and realised we were fast approaching the battle-line. Hundreds of caissons were met with in line passing towards Paris, but from the fact that no guns accompanied them we knew the French soldiers were not retreating, but simply returning with them for fresh supplies of ammunition. Mile after mile we ran through the bivouacs of the French troops, men quartered in houses, men quartered in fields; cavalry and artillery moving slowly to and fro, here and there a line of German prisoners, some of them driving teams under the surveillance of the Frenchmen, the frequent sight of ambulance trains, the roar of the cannon booming louder, the feeling with which the air was charged and the tense expression on men's faces all helped to make the realisation that we were in the vicinity of a great battle far more intense. It was when we halted on the edge of Senlis that we informed us we were now within the range of the German guns which at that moment were bombarding the town, but firing, fortunately for us, across to the right, and not in our direction. We visited the general headquarters, and saw the famous batteries of 75's pumping their iron hull into the Prussian batteries on the other side of the town, listening to the rapid fire of the German heavy artillery which was told us had not ceased for over five days; and the impression we received was that a great gun could be heard at least every twenty seconds. We talked with the officer of the guard, visited the guard house, which had been partially demolished by the enemy's shells, where, surrounded as we were French and Colonial troops, Threes, Senegalese, and Moroccans, all cheerful and happy in the excitement of the battle. The attitude of all and the general atmosphere of the place produced a feeling of great confidence. The most surprising thing of all was the good temper and courtesy of both the officers and men. Mounted husbands and emissaries sitting their horses as though on parade in the Paris boulevards, trunks and artillery ploughing their way through rain and mud, hungry and fatigued men having been in battle for days, all as courteous and attentive to us strangers as they could have been at home. In every soldier's heart there was a great longing for tobacco and cigarettes, and it was with intense joy that we were able to gratify some of them by distributing the fifty packets of cigarettes we had brought with us. The sensations of the spectacle of a modern battle are almost impossible to describe; to stand under the very guns of one army and, not even able to see the hostile forces, to realise that those guns are moving down the enemy by thousands, and that further on in the prohibited zone thousands, and perhaps tens of thousands, are being cut down by those fearful instruments of destruction, the "mitrailleurs," and beyond that still men are perhaps grasping in desperate hand-to-hand fighting under the fire of the same machine-guns.



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## HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG  
Codes Used: A.I. A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin's  
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.  
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.  
Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.  
All classes of light steel work manufactured by the above process.  
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIP ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH IN FEET BLOCKS	BREADTH IN FEET	DEPTH IN FEET ORDINARY SPRING FLOOR	RISE OF TIDE IN FEET SPRING	RISE OF TIDE IN FEET NEAP
KOWLOON					
No. 1 Dock, Kowloon	700	30' top (70' bottom)	3'	7'	6'
No. 2 Dock, Kowloon	500	10' 3"	14'	7'	6'
No. 3 Dock, Kowloon	500	10'	14'	7'	6'
No. 4 Dock, Kowloon	500	10'	14'	7'	6'
No. 5 Dock, Kowloon	500	10'	14'	7'	6'
No. 6 Dock, Kowloon	500	10'	14'	7'	6'
No. 7 Dock, Kowloon	500	10'	14'	7'	6'
No. 8 Dock, Kowloon	500	10'	14'	7'	6'
No. 9 Dock, Kowloon	500	10'	14'	7'	6'
No. 10 Dock, Kowloon	500	10'	14'	7'	6'
No. 11 Dock, Kowloon	500	10'	14'	7'	6'
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No. 13 Dock, Kowloon	500	10'	14'	7'	6'
No. 14 Dock, Kowloon	500	10'	14'	7'	6'
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No. 95 Dock, Kowloon	500	10'	14'	7'	6'
No. 96 Dock, Kowloon	500	10'	14'	7'	6'
No. 97 Dock, Kowloon	500	10'	14'	7'	6'
No. 98 Dock, Kowloon	500	10'	14'	7'	6'
No. 99 Dock, Kowloon	500	10'	14'	7'	6'
No. 100 Dock, Kowloon	500	10'	14'	7'	6'
TAI-KO-KU-TSUI					
Com-munipolitan Dock	600	50	20	7	6
ABERDEEN					
Hop's Dock	400	54'	5'	7'	6'
Latent Dock	430	54'	10'	7'	6'







# VICTORIA THEATRE

**TO-NIGHT SATURDAY 14th**

3, Queen's Road Central, Hongkong  
TELEPHONE No. 135.



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PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORT	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (NAGAYA)	Capt. W. H. SWEN, R.N.R.	About 18th Nov.	Freight and Passage.
YOKOHAMA	Capt. A. L. VALENTINE	About 19th Nov.	Freight and Passage.
SHANGHAI	Capt. A. L. VALENTINE	20th Nov.	Freight and Passage.
LONDON, via CUEVA PORT, NOBIA	Capt. A. B. CARWOOD, R.N.R.	20th Nov.	See Special of Call.
LONDON & GENOA	Capt. J. GAUNT, R.N.R.	About 25th Nov.	Freight and Passage.

Subject to immediate alteration without Notice.  
All the above steamers are fitted with Wireless Telegraphy.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under the British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.  
The production of a Marine Risk Policy is not immediately necessary.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendents.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.

VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY.

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The 'EMPERESS OF RUSSIA' and 'EMPERESS OF ASIA' are now quadruple screw 21 knot turbine steamers of 16850 tons gross—50,825 tons displacement—the finest, latest and most luxurious on the Pacific.  
All steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.  
Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.  
The Company's chain of Hotels across Canada are unsurpassed for comfort.

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'EMPERESS OF RUSSIA'	Optional Atlantic Port	£71.10.
'EMPERESS OF ASIA'	do	£65.
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SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

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Corner Pedder Street and Fray's (opposite Blake Pier).

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DALAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

FROM HONGKONG	FROM COLOMBO
25th November. Connecting with "GUJARAT"	17th December.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.  
MANAGING AGENTS.

## NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND  
AFRICAN LINE.  
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Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about

For Freight and further particulars apply to

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REGULAR SAILINGS via PORTS and SUZ CANAL.  
(With liberty to call at the Malabar Coast).

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(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, For Spore, Batavia, Oboe, Samarang & Sourabaya 25th Nov.
S.S. BANRI MARU, For Moji & Kobe 21st Dec.
S.S. HIRUN MARU, For Spore, Batavia, Oboe, Samarang & Sourabaya 22nd Dec.

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DODWELL & CO., LTD. Agents.

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OPERATING  
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27000 tons MANCHURIA 27000 tons  
KOREA 18000 tons SIBERIA 18000 tons  
CHINA 12000 tons NILE 11000 tons  
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA	Sailing Tuesday	1st Dec.	1 p.m.
S.S. PERSIA (via Manila)	Wednesday	18th Dec.	Noon
S.S. KOREA	Thursday	23rd Dec.	1 p.m.
S.S. SIBERIA	Friday	29th Dec.	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming tank, Filipino orchestra, deck games, dances, etc.—and a full moment throughout the trip. The Safety and Comfort of Pacific Mail S.S. Co. First Consideration.

For further information, rates, literature, schedules, etc., apply to  
R. C. MORTON, Agent,  
King's Building (opposite Blake Pier),  
Telephone No. 142

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Tons & Speed	Sailing
NIPPON MARU	11,000-13 knots	From Kobe, 1st Dec.	
SHINYO MARU	22,000-24 knots	From Hongkong, 8 Dec.	
CHIYO MARU	22,000-24 knots	From Hongkong, 5 Jan.	
TENYO MARU	22,000-24 knots	From Hongkong, 26 Jan.	

Steamers via Shanghai + will be despatched at NOON.

First Class to London	£71.10.	Return (6 months) £120.
First Class to New York	£80.	£96.10.
" " San Francisco	£45.	£88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

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Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Tons & Speed	Sailing
ANYO MARU	18,500-15 knots		

For full particulars as to Passage and Freight apply to  
O. WURU, Acting Agent.  
Telephone 281.  
KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO. LIMITED.

## MAIL

## SERVICE

## TO AUSTRALIA, via MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	November 29th	December 18th at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.  
For further particulars, apply to  
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THE CHINA MAIL  
COMBINED COLOURED

## TYPHOON MAP &amp; GUIDE

Showing tracks and daily progress of the big Typhoon during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents

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## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LIANGCHOW	Nov. 15, Daylight
MANILA, CEBU & ILOILO	TAMING	Nov. 17, at 4 p.m.
SHANGHAI	KANCHOW	Nov. 17, at 4 p.m.
SHANGHAI	LUCHOW	Nov. 18, at 4 p.m.
WEIHAIWEI & TIENTSIN	BEICHOW	Nov. 21, at Noon
MANILA, CEBU & ILOILO	TEAN	Nov. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.  
S.S. 'LINTAN' and S.S. 'SANUL'

MANILA LINE. Twin Screw Steamers 'Chinab', 'Taming' & 'Tean'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', 'Shanghai' and the S.S. 'Liangchow', 'Luchow', and 'Yingchow', having excellent accommodation with Electric Lights throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	CHUNSHANG	MONDAY, Nov. 16, at 3 p.m.
SINGAPORE & PENANG	HOPSONG	MONDAY, Nov. 16, at 3 p.m.
SHANGHAI	ESANG	SATURDAY, Nov. 21, Daylight
MANILA	LOONGSANG	SATURDAY, Nov. 21, at 3 p.m.
TIENTSIN	LIENSHING	SUNDAY, Nov. 22, Daylight
SHANGHAI	WOSANG	TUESDAY, Nov. 24, at Noon
YOKOHAMA, KOBE & MOJI	FATSHING	THURSDAY, Nov. 26, Daylight
SHANGHAI, KOBE & MOJI	NAMSHANG	SATURDAY, Nov. 28, Daylight
SHANGHAI	YUSANG	TUESDAY, Dec. 1, at Noon

RETURN TOURS TO JAPAN.

THE steamers Kiangsu, Kwangsi & Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsing, Kwangsi, and Kwangsi leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei &amp; Hongkong.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dair, Simporan, Taw, Uman, Jassalon and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.

General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

## YOKOHAMA, KOBE, HONGKONG &amp; RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.

Telephone No. 215.

Agents.

## THE ROYAL MAIL STEAM PACKET COMPANY

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

## 'SHIRE' LINE SERVICE.—HOMEWARD.

For	Steamers	Date of Departure
LONDON & HULL	'MERIONETHSHIRE'	20th December
LONDON	'RADNORSHIRE'	19th January

## TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND via HONOLULU	'GLENBOY'	28th November
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VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'GLENBOY'	6th January
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For freight and further particulars, apply to

JARDINE, MATHESON &amp; Co., Ltd.

AGENTS.

Telephone No. 215 Sub Ex. No. 2.

## BRITISH INDIA S. N. CO., LTD.

## A P C A R LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SABBSON &amp; CO., LTD.

AGENTS.

## SHIPPING



STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
COLOMBO, EGYPT, MADRIF,  
RANEAN PORTS, PLYMOUTH  
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NUBIA, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on FRIDAY, the 20th November, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's steamship 'Medita' from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. 'Perla' due in London on 1st January, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,  
Superintendent.

Hongkong, Nov. 6, 1914.

THE AMERICAN & MANCHURIAN  
(WESTWARD) LINE.

(BREMEN &amp; BREITENBURG STEAMSHIP CO., LTD.)

FOR BOSTON & NEW YORK  
via SUEZ CANAL.  
(With liberty to call at Malabar Coast).

THE Steamship

CITY OF BRISTOL.

Captain HENDERSON, will be despatched as above on FRIDAY, the 11th December. For Freight etc. apply to—

THE BANK LINE, LIMITED.  
General Agents.

Hongkong, Nov. 13, 1914. 1199

## NOTICES TO CONSIGNEES

'SHIRE' LINE OF STEAMERS  
LIMITED.

## NOTICE TO CONSIGNEES:

## FROM EUROPE.

THE Steamship

CARDIGANSHIRE.

Consignees of cargo on the above steamer are hereby informed that their goods have arrived to-day per s.s. 'GLENBOY'.

JARDINE, MATHESON &amp; Co., Ltd.

Agents.

Hongkong, November 12, 1914. 1199

## AGENTS.

LONDON:—F. ALGAR, 11 & 2 Old Kent Lane, London Street E.C. 4. B. Brown & Co., Ltd., 125 Queen Victoria Street, E.C. 4. CLARKE, BROS. & CO., 25, Grace Church St., E.C. 4. G. STREET & CO., Ltd., 20 Cornhill, London & Genoa, 15 St. Bride St., E.C. 4. ROBERT WATSON, 156 Fleet Street, E.C. 4. MITCHELL & CO., 5, Abchurch Lane, London, E.C. 4. D. J. KERR & CO., 8, Whitefriars St., E.C. 4. MATHESON & CO., 10, 11, 12 New Bridge St., E.C. 4.

SCOTLAND:—FRED. L. SMITH, 8 North St. David Street, Edinburgh.

PARIS AND EUROPE: MATHESON FRERES & Co., 18 Rue de la Grange, Batelle Paris.

NEW YORK:—T. B. BROWNE, Ltd., 201 Wall Street, New York City.

THE CHINESE STEAMSHIP OFFICE, 63 West End Street.

SAN FRANCISCO and American Ports generally:—BRAN & BUCK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORON, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

SINGAPORE, STRAITS, &c.:—KEEL & WALKER, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WATSON & Co., Manila.

CHINA:—Canton, Peking & Co., Pootung Brothers & Co., Shanghai, Kailat & Walker, Ltd., Yokohama, Kailat & Walker, Ltd.

THE CHINA MAIL, LTD.  
6, Wyndham Street, Hongkong.

THE CHINA MAIL  
TYPHOON  
MAP and  
GUIDE

Enables one to locate the centre of a Typhoon

MOUNTED ON CARDBOARD AND  
TAPED FOR HANGING

Price 40 Cents

From the CHINA MAIL Office



# SHIPPING

## PENINSULAR AND ORIENTAL STEAM

### NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES & LONDON

TAKING PASSENGERS AND MAIL  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leave YOKOHAMA	STEAMER to COLOMBO	LEAVE SHANG- HAI	LEAVE HONG- KONG	Connecting Steamers from COLOMBO to MARSSEILLE and LONDON	Due at MARSEI- LLE	Due at PLYMOUTH (London 1 day later)
P.M. Thurs.		P.M. Thurs.	DOOR		Friday	Thursday
Nov. 9	NUBIA .....	Nov. 16	Nov. 20	COMEDISA .....	Dec. 18	Dec. 24
	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA .....	Jan. 1	Jan. 7
Dec. 7	MALTA .....	Dec. 14	Dec. 18	MALWA .....	Jan. 15	Jan. 21
Dec. 21	NANKIN .....	Dec. 29	Jan. 2	2MOREA .....	Jan. 20	Feb. 4
	NUBIA .....	Jan. 12	Jan. 16	MALOJA .....	Feb. 13	Feb. 18



## TO LET.

**TO LET.**  
L. GAINLAND WEST, Peak Road, recently renovated, furnished, moderate rent.  
Apply to  
CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, Ltd.  
Hongkong, Nov. 13, 1914. 1192

## TO LET.

**TO LET.**  
IMMEDIATE Possession. "No. 3, ALMAH VILLAS," Austin Avenue, Kowloon, comprising 5 big airy rooms, etc.  
Apply to  
PATELL & CO.,  
79, Wyndham Street.  
Hongkong, October 17, 1914. 1100

## QUEEN'S BUILDING.

**TO LET** the South West portion of the First Floor, including Treasury on Grand Floor, lately in occupation of the **CHINA BANK.**  
GODOWN, No. 9, Ice House Street.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, Nov. 14, 1914.

## TO LET.

**2 CANTON VILLAS, Kowloon.**  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, Oct. 8, 1914. 1075

## TO LET.

**GODOWN** in Ice House Street.  
Apply HONGKONG ICE CO., Ltd.  
Hongkong, May 27, 1914. 643

## TO LET.

**SMALL BUNGALOW**, Barker Road, Peak, suitable for one or two persons.  
Apply "BUNGALOW"  
c/o "CHINA MAIL" Office.  
Hongkong, Nov. 5, 1914. 1150

## TO LET.

**168 THE PEAK. THE KENNELS.**  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, Oct. 8, 1914. 1074

## TO LET.

**EUROPEAN HOUSE**, with Complete Appointments, 19, Kennedy Road, Possession, 1st Nov., 1914.  
Apply YOUNG HEE,  
12, Queen's Road, Central.  
Hongkong, Oct. 27, 1914. 1133

## TO LET.

**NO. 33 Conduit Road**.—Six roomed house with tennis court from 1st November, 1914.  
Apply to E. A. CARVALHO,  
No. 5, Macdonnell Road.  
Hongkong, October 28, 1914. 1141

## TO LET.

**HOUSES** in CLIFTON GARDENS Conduit Road.  
1 HILLSIDE, 110, The Peak.  
GODOWN, New Fraga, Kennedy Town.  
GODOWN, at Wanchai.  
Apply  
HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, Nov. 6, 1914. 940

## TO LET.

**19, 21, 23 & 25 SHELLEY STREET**, newly painted and colour washed, No. 59 The Peak (5 Cameron Villas).  
"BRACONFIELD," Battery Path.  
No. 19 BELLIOS TERRACE.  
"KIRKWOOD," furnished, No. 122 Pennington Road, Peak.  
Apply to  
LINTSEAD & DAVIS.  
Hongkong, Nov. 2, 1914. 1027

## TO LET.

**FLATS** in HUMPHREYS BUILDINGS and Nathan Road, Kowloon.  
SIX ROOMED HOUSE in Minden Row, Kowloon.  
FOUR ROOMED HOUSES at Kowloon.  
Apply to  
HUMPHREYS ESTATE & FINANCE CO., Ltd.  
Hongkong, Nov. 12, 1914.

## S. I. E. N. T. I. N. G.

Surgeon-Dentist.  
No. 14, D'ARVILLE STREET.

## TERMS VERY MODERATE.

## Consultation.

## WHY IT SELLS.

**CHAMBERLAIN'S Cough Remedy** is the best-selling cough medicine in the world today, because it does exactly what a cough remedy is supposed to do. It stops the cough by curing the cold, and it keeps the throat healthy. For sale by all chemists and druggists.

## HOTELS.

## KINGSCLERE HOTEL.

**HONGKONG.**  
UNRIVALLED position in the Hill district, overlooking the Botanical Garden and facing the Harbour. Numerous quiet suites with luxuriously fitted Bathrooms, Telephone and Electric Fans. Telephone in Bedrooms and Sitting-rooms throughout.  
Telephone No. 1122.  
Cable Address: "Kingsclere."  
A.B.C. Code 4th Ed.  
Hongkong, September 1, 1906. 1204

## KING EDWARD HOTEL.

**Central Location.**  
A. Electric Traction Pass Entrance. A. Electric and Lighting. European Bath and Sanitary Fittings. Hot and Cold Water System throughout. Best of Food and Service.  
Telephone 373.  
R. H. NORTH, Manager.  
Telegraphic Address: "Victoria."  
Hongkong, September 1, 1906. 1204

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

**NIGHT CARS.**  
8.30 p.m. and 9 p.m. 8.30 p.m. to 11.00 p.m. every half hour.  
11.30 p.m. to 11.45 p.m. every quarter of an hour.

**SUNDAYS.**  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

**SATURDAYS.**  
Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the Company's Office, Alexandra Road, 2nd Floor, Central.  
JOHN D. HUMPHREYS & SON, General Managers.

## ROYAL OBSERVATORY.

## HONGKONG DAILY WEATHER REPORT.

NOVEMBER 14, 1914.—A. M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Tsitsook .....	7 a.m.	30.10	80	51	NW	0	o
Nemuro .....	8 a.m.	30.15	81	51	NE	1	o
Hakodate .....	9 a.m.	30.23	81	51	NW	1	o
Tokio .....	10 a.m.	30.23	81	51	NW	1	o
Kochi .....	11 a.m.	30.13	81	51	NW	1	o
Yokohama .....	12 p.m.	30.13	81	51	NW	1	o
Kagoshima .....	1 p.m.	30.13	81	51	E	1	o
Oshima .....	2 p.m.	30.02	81	51	SW	1	o
Naha .....	3 p.m.	29.99	81	51	NE	1	o
Ishijima .....	4 p.m.	29.93	81	51	NE	4	o
Bonin Island .....	5 p.m.	30.16	81	51	NW	1	o
Wakayama .....	6 p.m.	29.90	81	51	NW	1	o
Hankow .....	7 p.m.	29.96	82	88	N	6	o
Ichang .....	8 p.m.	29.96	82	88	N	6	o
Kiukiang .....	9 p.m.	29.96	82	88	N	6	o
Changsha .....	10 p.m.	29.96	82	88	N	6	o
Shanghai .....	11 p.m.	29.98	87	90	NW	5	o
Yenchow .....	12 a.m.	29.98	80	90	N	5	o
Sharp PI. ....	1 a.m.	29.94	68	90	N	0	o
Amoy .....	2 a.m.	29.90	67	89	NW	2	o
Swatow .....	3 a.m.	29.93	68	90	N	0	o
Taihu .....	4 a.m.	29.90	68	90	N	0	o
Tientsin .....	5 a.m.	29.93	70	90	N	2	o
Rochun .....	6 a.m.	29.93	70	90	N	2	o
Pescadore .....	7 a.m.	30.02	63	89	NE	2	o
Canton .....	8 a.m.	30.02	63	89	NE	2	o
Hongkong .....	9 a.m.	29.96	68	79	NW	4	o
Gay Road .....	10 a.m.	29.92	81	90	N	0	o
C. S. Station .....	11 a.m.	29.94	65	90	N	0	o
Wahow .....	12 p.m.	29.97	65	73	N	2	o
Pathou .....	1 p.m.	29.97	65	73	N	2	o
Hohow .....	2 p.m.	29.97	65	73	N	2	o
Phanien .....	3 p.m.	29.94	68	88	NE	4	o
Yongane .....	4 p.m.	29.95	75	78	NE	2	o
C. S. Station .....	5 p.m.	29.93	73	88	NE	4	o
Amoy .....	6 p.m.	29.94	73	78	N	0	o
Swatow .....	7 p.m.	29.93	73	78	N	0	o
Amoy .....	8 p.m.	29.93	73	79	N	0	o
Swatow .....	9 p.m.	29.93	73	79	N	2	o
Beoolod .....	10 p.m.	29.93	73	79	N	1	o
Udulo .....	11 p.m.	29.94	87	90	NE	1	o
Yokohama .....	12 a.m.	29.94	87	90	NE	1	o